Action of the Union Pacific May Im-

peril the Presidents' Agreement. Why Jay Gould Refuses to Let the Milwaukee

& St. Paul and the Rock Island Cross the River to Council Bluffs.

CHICAGO, Dec. 29.—The action of the Union Pacific in debarring the Chicago, Milwaukee & St. Paul from an entrance into Omaha over the Union Pacific bridge was a surprise to the officials of the St. Paul road. For more than a week they have been advertising that, beginning Sunday, Dec. 28, they would run passenger trains through to Omaha, instead of stopping at Council Bluffs, but the first train running under the new schedule was stopped by the Union Pacific people and not allowed to cross the bridge. President Roswell Miller, of the Milwaukee & St. Paul, when asked about the matter to-day, said: "Last May our company entered into an arrangement with the Rock Island by which we were to build a bridge across the Missouri river at Omaha for our joint use. As soon as the Union Pacific people heard of this, and I refer particularly to Sidney Dillon, who is now president, and Dodge, who is a director, they sought a conference with us. They told us there was no need of our going to the expense of building a bridge, as they would be glad to let us use their bridge for a consideration. Subsequently a conference was held in Omaha, and a contract was drawn up by which our road and the Rock Island were to run trains into the tract was drawn up by which our road and the Rock Island were to run trains into the Union Depot at Omaha over the Union Pacific bridge. This company was to pay \$50,000 a year for the privilege, and also its proportion of other joint expenses. The contract was signed, sealed and delivered and approved by President Adams and the board of directors, and there can be no question as to its validity. So far as our freight business is concerned, we have been operating under the contract since July 1, but as soon as we gave notice that we would begin to run our passenger trains would begin to run our passenger trains into Omaha we were shut out without an explanation. Yes, we are now denied the privileges of the bridge both as to freight and passenger business. The contract is legally binding, and I do not see how the Union Pacific can successfully set it aside." The Rock Island's contract with the

Union Pacific was similar to that of the St. Paul, except that it embraced the joint use of the tracks from Omaha to Lincoln. On the strength of the contract the Rock Island has built fifty-two miles of road between Lincoln and Beatrice, connecting with its main line. The Union Pacific was thus to obtain a southern outlet through Indian Territory and become a competitor for traffic to and from the Southwest. The Rock Island had not as yet commenced operations under the contract, but was prepared to do so, beginning Jan. 4. The officials of that road have also been notified that they will not be allowed the use of the Union Pacific bridge. President Cable and President Miller were in conference at the latter's office this afternoon, but both declared afterward that they had not decided upon any definite course of action. Neither would they express an opinion as to the cause of the Union Pacific's action, though they were firmly of the opinion that they could not be deprived of the rights accorded them by the contract even though there had been a change in the management of the Union

Of course the hand of Jay Gould is seen in all this. He owns the Missouri Pacific, and that part of the contract which gives the Union Pacific a line into the Missouri Pacific territory is not to his taste. There is a feeling in railroad circles that this affair will prove a death blow to the presidents' agreement. Neither President Cable nor President Miller would express himself positively on this phase of the question, but the latter said: "If that contract is not a good one and cannot be made to stand, then there is no use fooling away time entering into traffic agreements." It is said that Gould does not question the legality of the contract, but is determined, if possible, to prevent it from being carried out, because it is much more advantageous to the Milwaukee & St. Paul and the Rock Island than to the Union Pacific. Litigation will delay operations under the deal, and may result in a compromise. The legal counsel of the Rock Island and the St. Paul were in consultation with the presidents of those roads to-day, and it is under-stood that steps will be taken at once to

bring the Union Pacific to terms. A dispatch from Omaha says: Attempts were made this morning by the Milwankee and Rock Island railroads to run trains across the Union Pacific bridge, but the switches remained locked, and the trains were obliged to return to the Council Bluffs transfer. S. H. H. Clark, general manager of the Union Pacifie, was seen by a reporter and said that the Union Pacific proposed to do its own business.

The Proposed Big Four Cut-Off at Lafayette. The project of the Big Four to build a cut-off, shortening their line between Indianapolis and Chicago, is taking definite shape. A line has been surveyed which leaves the present main line at Stockwell and strikes it again at Templeton. The distance between these points by the present line, the Big Four using the Lake Erie & Western from Lafayette to Templeton, is thirty-two miles; by the cut-off it would be but twenty-eight miles. Of course it is proposed to use the cut-off only for heavy freight trains, as by running over it they avoid several heavy grades, especially those of Indian hill, and some sharp curves. By using the cut-off, it is stated officially, the company would be enabled, with the present engines in service on that division, to haul eight or ten more loaded cars. Its use would greatly lessen the expenses incurred in using the tracks of the L. E. & W. between Lafayette and Templeton. There is another important thing which the Big Four would profit by were it to build this cut-off. It passes through the Green hill sand-stone quarries, where are found four colors of stone of a quality difficult to excel There now seems to be but little question as to the cut-off being built, as President

More Changes on the Mouon. On Jan. 1 F. G. McCurdy, chief traindispatcher on the Louisville, New Albany & Chicago road, and A. G. Hancock, car accountant, retire, and the two positions are to be consolidated. O. B. Grant is to be placed in charge. Mr. Grant was educated on the Pennsylvania lines, and was for years the private secretary of E. W. McKenna when he was superintendent of the Indianapolis & Vincennes road. He afterwards took the position of assistant chief engineer on the Jeffersonville, Madison & Indianapolis road. Later he was engineer of maintenance of way of a Texas road. A few weeks ago he came North and went into General Manager Black's office. where he has been making himself acquainted with the affairs of the road, its physical condition and methods of operation. The official circulars appointing J B. Safford superintendent of the second division and Mr. Zook, the present engineer of maintenance of way, superintendent of the first division, vice Mr. Safford, transferred, will be issued to-day. Mr. Safford will leave to-day for his new headquarters at Lafayette, Ind., the northern terminus of the second division.

Ingalls seems to be in earnest in the matter.

Personal, Local and General Notes. The stockholders of the St. Louis, Van-dalia & Terre Hante road hold their annual meeting for the election of directors on the third Tuesday in January at Greenville, Ill. The Indianapolis Lodge of the Switchmen's Mutual Benefit Association has this month increased its membership handsomely, and begins the new year with 142

S. H. Herrington, mechanical engineer of the Big Four, has gene to Buffalo, N. Y., to look after certain matters in which the company is interested in the way of new inventions.

It is said that the Illinois Central bas completed arrangements for terminal improvements in Chicago to cost from \$5,000,-000 to \$7,000,000, for which a special bond issue is to be made.

It has been agreed by the trunk lines that, taking effect Jan. 1, 1891, the full conditions of the uniform bill of lading shall appear in all departments and shipping receipts for west-bound shipments.

rangement by which the Big Four heats its trains a good test. The train men report that the plan works to perfection, and that the lecomotives show no lack of power from the use of the steam required to heat

On Jan. 1 H. Windlas takes the position of commercial agent of the Toledo, Ann Arbor & Michigan road, and J. H. Kirby, for some years agent of the road at Toledo, takes the position of traveling passenger

Superintendent Husted, of the Cincinnati, Hamilton & Indianapolis road, has fitted up the train-dispatcher's office very neatly and conveniently. The equipments of the office, from the tables to the sounders, are all new.

W. E. Thurber, tor some years past com-mercial agent of the Nickel-plate road, who was formerly agent of the Bee-line at this point, has accepted a position with the Mexican National road. He is to represent its interests in Chicago.

Although Jan. 1 is the date set for F. P. Boatman to take the position of superintendent of motive power of the Big Four he has anticipated the time somewhat and is now, in cempany with Assistant General Manager Barnard, inspecting the shops on the eastern portion of the system.

D. F. Whitcomb, superintendent of the Union Railway Company and the Belt road, last evening met the yardmasters on the several roads centering here and arranged the details for the new method of doing the switching on the Union tracks and the Belt road, which goes into effect Jan. 1.

The fifth annual ball of the Indianapolis
Lodge of Switchmen, at Tomlinson Hall on
New Year's eve, bids fair to be the largestattended of any yet given. Several hundred invitations have been sent out to members of sister lodges over the State, and several of the lodges will be well represented.

The Lake Erie & Western and the Big Four, on the first of January, will occupy the new station which they have built jointly at Lafayette. It will be some weeks before the sheds are up, the Massillon iron-works not having been prompt in filling their contract. The sheds will be 258 feet long.

The newly-appointed general passenger agent of the Erie lines is said to be paying commissions all over the West to secure business, to an extent never before prac-ticed by the trunk lines, and it is believed that this is the forerunner of trouble between the passenger departments of the Eastern trunk lines.

Superintendent Sutton, of the White-water road, is inclined to be boastful of the picturesqueness of the line, there being, in distance of sixty-three miles, 217 curves. For an Indiana road this is a novel thing. and is not exceeded by the Louisville, New Albany & Chicago between Greencastle Junction and New Albany.

The position of master mechanic of the Chicago & Erie road, headquarters at Huntington, Ind., has been offered to T. A. Laws, master mechanic of the Big Four shops, at Brightwood. The position was made vacant through the promotion of Wm. Turreff to be superintendent of motive power of the Erie lines west of Salamanca.

Trouble is likely to come to some of the agents of the Pennsylvania Company, who have been accepting commissions from Western lines. One of the roads out of St. Louis is reported to have sent a batch of checks to certain agents of the Pennsylvania Company, which, under its rules, does not allow them to receive commissions.

There is a good deal of friction on the Big Four lines on passenger trains running between Cincinnati and Cleveland, where ticket collectors have just been put on. It is stated officially that the prejudice against the collectors, on the part of conductors, is so demonstrative that it may lead to the discharge of several of the

Within the next thirty days most of the passenger associations will act on the question of abolishing the sale of unlimited tickets. When this is done if a person wishes to stop at points between termini he will purchase a local ticket. The ticketscalpers fear this action more than any other which has been proposed by the general passenger agents.

The meeting of Western railroad presidents will be held in New York, as announced in the New York dispatches, but not on Jan. 5. President Miller, of the Milwaukee & St. Paul, who called the meeting, said yesterday that it had been postooned until the 8th. He thinks the New fork conference will adjourn to meet in Chicago at an early date.

Evansville now has five railways and the prospects are good that the year 1891 will oring two more into that thriving railroad center. Without question the Louisville, New Albany & Chicago will build an extension there next year, and everything indicates that the new line from Bowling Green and Chattanooga will be completed

within the next twelve months. An impression prevails in Western freight circles that the trunk lines will be forced to adopt the universal classification so pressing is the need that such a universal system be adopted. The great trouble with the trunk lines is that its adoption places them on the same basis as to rates which Western lines operate under, and gives the trunk lines much less dictatorial

One of the new ten-wheel passenger engines on the Cleveland division of the Big Four last week made several consecutive miles, just east of Larue, hauling passenger train No. 10 at an average speed of a mile in forty-two seconds. One of the officials vouches for the truth of this statement. He says that the question with these engines is not what time they can make, but how fast do you want to run.

The chief occupation of the passenger department of the Central Traffic Association for two years past has been the naming of party rates. Now that this question has been settled by making a rule that a party must number one hundred to secure reduced rates, and then the rate must be the regular fare one way and one-third added, there seems little else for this branch of the association to look after.

M. M. Mounts, who takes the superintendency of the Peoria & Pekin road on the 1st of next month, was for some years trainmaster of the Indianapolis division of the Cincinnati, Hamilton & Dayton road, but for two years past has been superintendent of the Toledo, Dayton & Michigan division of the Cincinnati, Hamilton & Dayton. It is understood that T. W Powell, trainmaster of that division, will be promoted to fill the vacancy caused by Mr. Mount's resignation.

W. F. Black on the 1st of January begins his twenty-fourth year in railroad service, ten years of which he was private secre-tary to D. W. Caldwell, who is now presi-dent of the Nickel-plate road. He was appointed superintendent of one of the divisions of the Pennsylvania system west in 1881, first on the Muskingum division and then on the J., M. & I., which position he left last March to become general manager of the Louisville, New Albany & Chicago road, a position which he has filled very satisfactorily to the owners of the

The increase in the last four years of the gross earnings of the Lake Erie & Western road is a matter over which there is much favorable comment, more especially in Eastern financial circles, where the business of roads is closely watched at the present time. In the year of 1887 this road earned \$1,899,313; in 1888, \$2,167,789; in 1889, \$2,517,601, while in the year 1890 it has probably earned more than \$3,065,000. There has not been a week this year in which there was not an increase in gross earnings shown, the increases ranging from \$2,000 to

The Railroad Gazette of Dec. 27 gives the list of accidents in the United States in the month of November. The statement shows that there were 204 accidents. in which 66 persons were killed and 25 injured. Of these accidents 111 were caused through collisions, 90 through derailments, 3 by misplaced switches, one purposely and one resulted from a broken rail. For November the number of broken rails were remarkably light, but that there should be 111 accidents caused by collisions shows a recklessness in railroading which calls for more severe punishment upon heedless persons in the train service and in telegraph offices.

Harry Fuller, general passenger agent of the Chesapeake & Ohio, is disposed to be boastful of what his department has accomplished. This is the second year that the C. & O. has made any pretensions of being an important part of the great trunk-line system. The records show that in the last eight months the C. & O. has been carrying out of Cincinnati as many passengers for the East as any two of its competitors. West-bound there has been a handsome inappear in all departments and shipping receipts for west-bound shipments.

The weather of the last two weeks has been such as to give the steam-heating ar-

School System-Modification of Methods of Distributing Revenues and Enumeration.

There was a meeting yesterday afternoon, at the rooms of the State Board of Agriculture, of the County Superintendents, Association, to consider the report of the committee on legislation. This committee was appointed at the annual meeting last June, and the session yesterday was devoted to a careful consideration of the recommendations reported. There was quite a large attendance, the following superintendents being present: Frank D. Harger, Bartholomew county; B. F. Johnson, Benton; S. N. Cragun, Boone; Wm. A. Barnes, Carroll; Harry A Searight, Cass; J. W. Goldman, Crawford; Peter R. Wadsworth, Daviess; Luther Braden, Decatur; John O. Lewellen, Delaware; Geo. W. Ellis, Elkhart: B. F. Thiebaud, Fayette; Caleb C. Pavey, Fountain; A. Crecraft, Franklin; A. J. Dillon, Fulton; E. O. Ellis, Grant; W. M. Moss, Greene; E. A. Hutchens, Hamilton; T. A. Gossett, Hendricks: F. A. Cotton, Henry; John W. Hendricks: F. A. Cotton, Henry; John W. Barnes, Howard; Oliver Kline, Huntington; John F. Warren, Jasper; W. M. Amsden, Jefferson; S. W. Conroy, Jennings; W. H. Johnson, Knox; E. J. McAlpine, Kosciusko; E. G. Machan, Lagrange; F. B. Hitchcock, Lawrence; W. E. Bailey, Marshall; John F. Lawrence, Miami; J. H. Henry, Morgan; W. W. Pfrimmer, Newton; J. L. Ohlwine, Noble; Geo. W. Fawcett, Orange; W. H. Elson, Parke; H. H. Loring, Porter; J. W. Denny, Randolph; R. F. Conner, Rush; W. L. Morrison, Scott; W. H. Jackson, Spencer; Calvin Moon, St. Joseph: R. V. Carlin, Steuben; J. A. Van Osdol, Switzerland; J. M. Sullins, Tippecanoe; Clarence W. Osborne, Union; Geo. W. Dealand, Vermillion; C. F. Grosjean, Vigo; L. O. Dale, Wabash; Fremont Geodwin, Warren, and Wabash; Fremont Goodwin, Warren, and Alexander Knisely.

REPORT OF THE COMMITTEE. In the absence of President J. F. Snow, of Adams, Vice-president Dealand, of Vermillion, occupied the chair. The committee's recommendations were taken up section by section. The first section urged the extension and more accurate definition of the powers of the State board and the addition to the membership of such board of three county superintendents, to be appointed by the Governor; not more than two of said number to be of the same political party. This section was approved without discussion.

The second section, declaring that the act providing for the renewal of teachers' licenses, is indistinct as to its purpose; whether the three or two years' license be the basis of renewals elicited considerable discussion. The committee claimed that it is impracticable to make any but the first-class (three years) license renewable, as in such case the second-class (two years) license becomes a per-petual license. The opposition to this section of the committee's report was finally successful, and on motion of Superintendent Crecraft, of Brookville, it was decided by a vote of 22 to 10 to urge the Legislature to repeal the law relative to renewal of

The third and fourth sections were approved without discussion. They are as

Third-That the law governing transfers be so amended as to provide that persons transferred shall pay school taxes to the treasurer of the corporation to which they have been transferred, the receipt of such treasurer to exempt them from the payment of such taxes to their county

Fourth—We earnestly protest against any legislation having in view the diversion of any part of our school funds to other purposes. The common-school system of our State is and always should be the glory of her people, as it is the safest foundation of her prosperity and

The fifth section recommended that the Legislature make the necessary appropriation to defray the expense of advertising, etc., for bids to complete the list of textbooks named in the school-book law, and, if deemed essential, to change the price on any book or books that may be deemed necessary in order to insure bids and competition. It was discussed briefly and laid aside for future consideration.

The sixth section, recommending the passage of a law enabling school teachers to provide, at public expense, suitable school libraries, was adopted without dis-

The seventh section recommended the passage of a law empowering trustees who are the lawful superintendents of the poor to purchase school books the same as they purchase other pauper supplies. This recommendation was decided as superfluous, as the trustees already have such authority. The eighth section was approved without

We respectfully urge that in the making of appropriations for the representation of Indiana in the world's exposition of 1892 a specific sum should be set apart for a State educational exhibit, to be prepared and conducted by the State Department of Public Instruction.

APPORTIONMENT OF SCHOOL REVENUES. The ninth and last section was approved without discussion, and with but two or

three dissenting votes. It is as follows: We earnestly urge upon our approaching Legislature the justice and wisdom of so modifying our present method of apportionment of school revenues as to secure a basis therefor founded upon the real school needs of the various school corporations of the State; and to more perfectly fulfill the constitutional provision for "a uniform system of common schools * * * equally open to all." It is our thorough conviction that if such apportionment were made upon a basis of attendance, that the spirit and letter of the Constitution would not only be more perfectly com-plied with, but that the influence of such a provision would be a great incentive to fuller and more perfect attendance.

We earnestly submit that the present basis (a general enumeration of our population between the ages of six and twenty-one) is in no sense a rational measure of the real school membership. enrollment, attendance or needs of the various communities or school corporations of the State. The present method has been proven, by a quarter of a century of experience, to be inaccurate, unequal and unjust. The inequality of the enumeration system as a basis for apportionment was recognized by the early legislatures under the Constitution of 1852, and a number of changes were made at different times in the ages, limiting the enumeration, varying from a minimum age of five to seven, and a maximum age of from seventeen to twenty-one. The fact that a comparison of the thousand townships of the State, and of all the cities and incorporated towns shows that there is no correspondence whatever between the actual population of the various towns, cities, and townships, as reported by the last four national censuses, and the school enumeration of the same communities, for the same years in which such censuses were taken, is alone enough to demonstrate the utter lack of uniformity in our present system. But when with this fact there is taken into consideration the total lack of proportion or ratio between population and enumeration of cities and corporations, when compared with each other exclu-sively, and that there is still less equality shown when a comparison is made between the various enumerations and censuses of the same city or community in successive census years, namely: 1860, 1870, 1880 and 1890, it must be self-evident to every reasonable person that the present basis of apportionment is in no sense uniform, equal or just. We firmly believe that the change of basis to one of attendance would do much to increase the average attendance upon our pub lic schools; and when it is remembered that we expend in this State over \$5,000,000 annually for the maintenance of the common schools, it

will be conceded that no more practical benefit can be secured than legislation which will materially increase such average attendance. We respectfully suggest to our approaching Legislature that the enactment of a law providing for the distribution of the school revenues of the State upon the following, or a similar basis, would be an act of justice to all concerned, and would right a very great wrong that has been done the rural tax-payers of our State for many years past:
First-That all school corporations in the State

shall maintain their public schools for at least one hundred days annual term. Second—That the basis of apportionment of the common school revenues of the State (includ-ing the income from the common school fund, the State tax and miscellaneous revenues) shall the State tax and miscellaneous revenues) shall be apportioned upon a basis of average attendance upon the public schools of the various school corporations of the State, for the period of one hundred days immediately following the 1st day of November of each year. Provided, That where less than one hundred days of school remain after Nov. 1 the average attendance shall be computed upon the basis of one hundred days immediately preceding the annual close of the schools in such corporation.

Third—Such attendance shall be reported, under oath, by teachers or superintendents, each

Mr. Morrison offered the following:

CHANGES IN LAWS DESIRED

The County Superintendents Hear from
Their Committee on Legislation.

Recommendations to Improve Workings of the

School System Medification of Mathods of OTHER RECOMMENDATIONS.

> Resolved, That we recommend to the Legislature the placing of county superintendents upon a salary which shall be paid out of the State instead of the county treasury; limiting the number of school-houses in each township, and granting county superintendents permission to teach when necessary; increasing the amount to be paid for county institute from \$50 to \$100. be paid for county institute from \$50 to \$100.
>
> The resolution was laid on the table. Mr. Kline urged the advisability of recommending to the Legislature that the law be so amended as to permit the enumeration of children who are inmates of orphans' homes. Under a recent construction by the Attorney-general of the present law the orphans in those homes cannot be enumerated for school-revenue purposes, and Mr. Kline thought the law should be amended so that the counties wherein the homes are located can receive the money they are entitled to from such enumeration. The county superindents are required to see that these children are educated and should, therefore, be able to have them enumerated and draw the money. Turning his attention to the school-book law Mr. Kline said that, assuming the present arrangement would continue, he could see no reason why the business should be transacted through township trustees, and the best plan would be to put the books in the hands of the local dealers and give them a certain percentage on their sales, for the people are not going from one end of a township to another for their books. He thought there was too much routine township to another for their books. He thought there was too much routine about the procuring of these books, and said that in his county the cost of operating the law was from 15 to 20 per cent. He urged that if it is right to make the coporation pay for part it is right to make it pay for all, and moved that the association recommend to the Legislature the passage of a law authorizing the dealers to handle the books as before, on a percentage. It was stated that the State's present contract with the company would not permit of such action as

State Superintendent LaFollette asked the members to take special care in making the enumeration of children in congressional townships and forwarding the rehim. He explained the system, so that there should be no trouble in making the enumeration. He regretted that the school apportionment question had not been freely discussed, and urged the members to labor with their Senators and Representatives to secure their support of the legislation recommended by the committee and approved by the association. The powers of county superintendents, he said, should be extended, as the office was a much more important one than was generally known.

pany would not permit of such action as contemplated by the motion, which re-

John W. Holcombe, of Valparaiso, secretary of the National Bureau of Education at Washington, addressed the association briefly, complimenting the members upon the manner in which they were maintaining the splendid reputation of Indiana's common-school system, which, he said, is regarded at the national capital as one of the best in the country. Mr. Moss thought the members should lose no time seeing their Representatives in the Legislature in reference

to the legislation desired by the association, whereat Mr. Pfrimmer jocosely remarked that the word "see" in this instance was, he presumed, not used in its political sense. The association then adjourned.

CULLINGS FROM THE COURTS.

Seeking to Replevin a Sideboard Won in a Guessing Contest. Elmore Gore brought a novel replevin

suit yesterday before Justice of the Peace Smock, the defendant being Frank Dickert, a merchant at No. 204 West Washington street. It is alleged in the complaint that Dickert advertised that the person guessing the nearest to the number of beans in a receptacle exposed to view at his place of business would be entitled to a handsome oak sideboard valued at \$50. When the guessing closed Gore was informed by Dickert that his was the lucky guess, and that the sideboard had been awarded to him, but that he [Dickert] desired to keep it a few days as an advertisement. Gore assented, but on going for his property yes-terday was informed that it was covered by a mortgage, which he would have to pay. He investigated the chattel-mortgage record, and found that the incumbrance had been plant on the sideboard, along with other stock in the store, since the award was made. He at once sought legal advice, and instituted the replevin suit.

Charged with Getting Too Much. The case against Thomas Merrett and John H. Peggs, of Columbus, indicted by the United States grand jury for violating the pension law, was yesterday transferred from the federal court here to Evansville. The defendants are pension attorneys, and it is alleged they charged Charles Brown \$125 for procuring a pension for him in-stead of \$10, as allowed by law.

The Mayor's Light Docket. Mayor Sullivan had a light docket in police court yesterday. Among other cases disposed of was that of Henry Woods, who was charged with stealing an overcoat from John Walters. He was given a continuance until to-day.

Before Judge Cox. William Walder, charged with burglary, was released by Judge Cox, yesterday, on his own recognizance. Joseph Mayhew and Orville Spoon pleaded guilty to having disturbed a religious meeting and each was fined \$5 with costs.

The Court Record. SUPERIOR COURT. New Suits Filed. George T. Crandall vs. Mary E. Crandall; divorce. Abandonment. Cicero Seibert et al. vs. Larkin E. Stone et al.; to quiet title.

Articles of Incorporation. The Building, Loan Fund and Savings Association of Terre Haute was incorporated yesterday, with a capital stock of \$500,000. The Chas. H. Reith Lumber Company, of Goshen, was also incorporated, with a capital stock of \$50,000.

Another View.

For more than twenty years the city pa pers of Indianapolis have from time to time referred to the Surgical Institute and its work. Until quite recently, however, nothing has been said of the educational features of this well-known institution. Of course, the prime object is the relief and cure of physical deformities, but the many and varied opportunities and facilities afforded there for mental improvement and physical development as well should receive at least a passing notice. A kindergarten school an art class, a literary society, familiar talks or lectures on Mondays and Fridays of each week, have long been a source of pleasure and profit to the hundreds of patients and attendants (mostly friends or relatives) who make up the family of the establishment. On Christmas day the subject of Dr. Al

len's lecture (suggested by the patients) was "How to Eat." At first thought one would suppose that only a very few minutes would be required to cover the entire subject, but when the Doctor brought his remarks to a close, after an hour's talk, one could but teel the great importance of the subject. physiologically as well as socially. Among the points brought out in the lecture a statement of the manner of taking, masticating and swallowing food (prehension, mastication and deglutition), both in man and the lower animals, was prominent and interesting. Of course table manners and dining-room etiquette received due atten-tion. Considering the delicacy of the sub-ject and the fact that the occasion was the prelude to a sumptions Christmas dinner, the lecturer was to be congratulated upon the masterly manner in which he discharged the duty, not a self-imposed one, before him. That no one present took offense at any of the suggestions or compari-

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MINOR CITY MATTERS.

To-Day's Doings.

MURPHY TEMPERANCE MEETING-Flatcher Place Church; evening. STATE TEACHERS' ASSOCIATION-Plymouth Church; day and evening.

INDIANA ACADEMY OF SCIENCE-Agricultural rooms, State-house; day and evening. GRAND OPERA-HOUSE - George Thatcher's minstrels; evening. STATE UNIVERSITY ALUMNI-Grand Hotel;

PARK THEATER-"On the Trail, or Daniel Boone;" afternoon and evening. Local News Notes.

A marriage license was issued yesterday to Charles Wilson and Ruthie J. Adams. Mr. Thomas Davis's removal to Omaha caused a vacancy in the directory of the Consumers' Gas Trust Company. It has been filled by the election of Mr. A. A.

At a meeting of the executive committee of the freight bureau yesterday at the Board of Trade Building Mr. Chas. E. Hall was elected secretary in the place of Mr. Geo. W. Fuller, resigned.

Saturday evening the employes of the American Watch Company, keeping step with the spirit of the season, presented the local manager of the company, A. J. Decker, with a fine easy chair. Last evening Mr. Decker returned the compliment by giving the employes an elegant dinner at June's.

Personal and Society. Mr. Philip Gillett, of Jacksonville, Ill., is visiting friends here.

Mr. and Mrs. J. R. Lilley have returned from Tecumseh, Mich. Mrs. W. H. H. McCurdy 18 spending a few weeks with relatives in Richmond. Miss Flora Mathias, of Greencastle, is the guest of Mrs. Henry C. Farrow during the

Miss Pickett, of Frankfort, Ky., is the guest of Miss Elizabeth Dye, on North Del-

aware street. Mrs. Edward Hill, of Fern Bank, O., is the guest of Miss Laura McDonough, on East Vermont street. Mesers. Frank and George M. West, of

Detroit, are visiting their parents on North Pennsylvania street. Mr. G. L. Swiggett, instructor in modern languages in the University of Michigan, is visiting in the city.

Mr. and Mrs. John D. Denton and sons left, yesterday, for Champaign, Ill., to spend a week with relatives. Mrs. Henry S. Lane, Miss Helen Smith and Miss Elston, of Crawfordsville, are in

the city spending a short time at the Deni-

Mr. and Mrs. F. E. Van Sickle and children, of Springfield, O., are spending the holidays with Mrs. R. V. Shindle, on North

Miss Bruce and Miss Field, who are guests for a few days of Mrs. J. H. Baldwin's family, will return to their home in Louisville to-morrow.

Rev. and Mrs. O. C. McCulloch have been called to Appleton, Wis., by the death of Mrs. McCulloch's mother. They will return home this week.

Mrs. J. J. Higgins is entertaining her mother, Mrs. Sophia Witt, and grand-mother, Mrs. D. D. Sloan, of Decatur, Ill. Four generations were at the family dinner on Christmas day.

Mr. and Mrs. Charles E. Coffin will return home this afternoon from Lafayette. where they have been visiting Mr. and Mrs. Henry Vinton.

An instructive and pleasant rennion of "B" section of Professor Towers's private pupils took place yesterday at the School of Music. Songs were rendered by Mrs. Julia Cole, Mrs. Carrie Medsker, Mrs. Weilner, Grace Burks, Jeannette Crouse, Elizabeth F. Dye, Albert Fletcher, Amelia S. Gaston, Catherine Hartman, Elizabeth Kaylor, Anna McLaughlin, Alice McQuiddy Newry Severin and Mary Stringer. Prof Towers gave an interesting chat on "The Importance to a Singer of Sight-singing." MISS JONES'S 4-0'CLOCK TEA.

Miss Charlotte Jones was the hostess yesterday, at her home on North Pennsylvania street, for a very pretty 4-o'clock tea given in honor of Miss Bruce and Miss Field, of Louisville, Miss Jones, Miss Bruce, Miss Field and Miss Pickett, of Frankfort, Ky., received the guests, and Miss Belle Baldwin. Miss Mary Dye and Miss Caroline Farquhar assisted in entertaining. The apartments were tastefully decorated with plants and flowers. In the bay window a tea table was set and prettily ornamented with white carnations, Roman byscinths and dainty china, the whole effect being white. Miss Agnes Duncan and Miss Nellie Dilkes gracefully presided and served the tea. The guests included about one hundred young people and the young ladies, who are guests here during the holidays. Miss Jones entertained the ladies who assisted at a dinner after the tea, other guests being Messrs. George Elliott, Ridgely Hilliary, Edson T. Wood, Lazarus Noble, Frank Baldwin, Benjamin Stevenson, Preston Kelsey and John Butler.

SMITH-RECTOR.

Special to the Indianapolis Journal. MARSHALL, Ill., Dec. 29.-Miss Christena Rector, of this city, was united in marriage this morning, at 8 o'clock, in Louisville, Ky., with Mr. Frank P. Smith, a traveling man, who lives in St. Francisville, Itl., but whose headquarters are in Louisville. They will make their home in Louisville for the present.

RAPSON-LEYENSAPH. Special to the Indianapolis Journal.

MARSHALL, Ill., Dec. 29 .- Mr. Will J. Rapson, of Allegheny City, Pa., was united in marriage at noon to-day with Miss Caroline Leyensaph, of this city. The couple started for Allegheny City this afternoon.

AMUSEMENTS.

PARK THEATER-"ON THE TRAIL OR, DANIEL

BOONE." There were never such large audiences at the Park or at any other theater in the city as were at the former place yesterday afternoon and evening. On the Trail, or Daniel Boone," with its Indians and stiring scenes in battle and skirmishes from the time the curtain went up until it dropped on the last act, was applauded vociferously by the delighted spectators. It was hard to tell where the most noise was, on the stage or in the audience. The story of the play was of that kind that makes one's hair stand on end and keeps him wide awake at nights. The Indians were the great attraction. A special feature at the Park this week are the combined orchestras.

comprising fifty musicians. They give ex-cellent music, and with them and "Daniel Boone" the audiences will doubtless remain large enough, as they were yesterday, to crowd the house to the entrance doors.

"Master and Man" will be the New Year's attraction at English's, "The Clemenceau Case" being presented at the Grand at the

George Thatcher's minstrels will be at the Grand this and to-morrow evenings. This company has had a season of uninterrupted successes, the andiences everywhere being large and favor enthusiastic. It is an excellent company.

One of Kitz's Purchases.

George T. Finn, assignee of D. Appleton & Co., of New York, brought suit, yesterday, before Justice of the Peace Feibleman against Samuel hold, trustee of Center relates to the purtownship. The s of "C. and A." Cyclochase of twelv pædias for the ...mon schools, in 1885, by the then trustee, Ernest Kitz. He contracted to pay \$360 for them, in three equal payments, the deferred payments to draw 6 per cent. interest to maturity and 10 per thereafter. The first two payments were made, and it was for the last \$120, "less \$24 credited for Olcott's Cyclopædia returned," as the certificate of ex-Trustee Kitz reads, that action to recover was brought. The

principal and interest amount to \$126. West Indianapolis Trustees. The West Indianapolis trustees last night decided to prepare for an election on the incorporation of the town as a city. This was done under the advice of their attorneys, who said they could proceed under Sections 30 and 31 of the Revised Statutes. As a preliminary the marshal was ordered to take a census of the town. At the trustees' last meeting the petition of citizens calling on the board to assist the marshal in the suit brought against him by saloon-keeper was kept off the record The motion by which this action was taken

Events to Occur.

was rescinded last night.

The board of managers of the Home for Friendless Colored Children will meet this afternoon, at 2:30 o'clock, at the residence of Henry Fletcher, No. 356 North East

At the Second Baptist Church (colored) on Michigan street, near Indiana avenue, Thurday evening, there will be an entertainment. The attractions will be Joseph Sims, of Knoxville, Tenn., the glass-eater and jumper, the Upper Ten Quartet, and J. H. Fiddler, the humorist.

To-night, in the First Baptist Church, the Local Union of the Young People's Society of Christian Endeavor will meet for a short business session, to be followed by the holiday social. The friends of the movement and all young people of other Christion organizations will meet with

The annual meeting of the Indiana Prohibition League will take place to-day, in the Criminal Court room, the business session occuring in the morning and addresses recitations and music in the afternoon, be ginning at 1:30 o'clock. Capt. Eli F. Ritter will deliver the principal address.

The National Association of Railway Conductors will hold its annual convention here to-day. Between two hundred and three hundred delegates are expected. and the advance arrivals last night indicated that the attendance would probably come up to expectations. The association will have a banquet to-night at the Denison.

Real-Estate Transfers. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 P. M. Dec. 29, 1890 as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

\$250.00

550.00

1,200.00

2,200.00

275.00

200.00

L. A. McMillan to J. N. Buck, lot 45, in Krewson & Myers's University Place addition to frvington. Peter Spitzfaden to Louise Schulz, lot 8, in Spitzfaden's subdivision of block 12, in Holmes's West-end addi-James Nichols to Ida A. McCiure. lot 48, in Clark's third addition to West Indianapolis

E. H. Eldridge to Charles Herzig, lot
28, in block 4, in Fletcher, jr.'s, Anna F. Meyer to A. F. Meyer, part of lot 96, in Brightwood..... E. H. Eldridge to Anna Cook, lots 9 and 10, in Goodlet & Thomson's sub-division of block 19, in Holmes's West-end addition.

Philip Hanch to G. F. Adams, part of lots 58, 59 and 60, in Hanna's heirs' Emma McElwee to Louisa Wilburger, lot 23, in McKernan et al.'s subdi-

vision of lot 31 etc., in West's heirs' J. J. Carriger to Albert Sahin, lots 2 and 3, in Wilder's subdivision of block 10, in Hanway's Oak Hill ad-Eliza M. Jones to James Staum, lot 67, in Clark's addition to Haugh-James Casson to Elizabeth A. H. Hall, lot 96, in Julian et al.'s addition to Irvington.

J. A. Lemcke to L. J. Linder, lot 15, in block 19, in Beaty's addition.

J. A. Lemcke to Peter Massing, lot 26, in block 18, in Beaty's addition

M. J. Osgood to J. H. Clark, the undi-vided third in lots 147 and 148, in

Clark & Osgood's first addition to West Indianapolis Conveyances, 14; consideration.... \$7,726.00

Gratitude

Is a rare virtue; but the grateful people that S. S. S. has cured, after physicians had declared them incurable, number way up in the thousands. Oscar Wiles, of Huntinburg, Ky., says: "For years I

was afflicted with a blood taint, that baf-

fled the skill of the best PHYSICIANS.

The disease affected my eyes until I was almost blind. I am thankful to say that a few bottles of S. S. S. cured me entirely. My eyesight is completely restored, and my general health is better